

Mayoral Combined Authority Board

26 July 2021

Programme Approvals

Is the paper exempt from the press and public?	No
Purpose of this report:	Funding Decision
Is this a Key Decision?	Yes
Has it been included on the Forward Plan?	Yes

Director Approving Submission of the Report:

Gareth Sutton, Chief Finance Officer/s73 Officer

Report Author(s):

Sue Sykes – Assistant Director Programme and Performance Unit

Sue.sykes@sheffieldcityregion.org.uk

Executive Summary

This paper requests: approval of three Transforming Cities Fund (TCF2) funded schemes, subject to conditions to be set out in the Assurance Summary; early release of up to £2.35m development cost funding, subject to any conditions to be set out in the Assurance Summaries; and approval of 1 project change request.

What does this mean for businesses, people and places in South Yorkshire?

This report is seeking approval to progress business cases and enter into contract for a number of investment proposals which will support the MCA's aspirations.

Recommendations

The MCA consider and approve:

1. Progression of "Doncaster Road, Dalton OBC" to FBC and the release of development cost funding of £0.51m to Rotherham Metropolitan Borough Council ('RMBC') subject to the conditions set out in the Assurance Summary attached at Appendix A;
2. Progression of "A61 Wakefield Road OBC" to FBC and the release of development cost funding of up to £1.35m to South Yorkshire Passenger Transport Executive ('SYPTTE') subject to the conditions set out in the Assurance Summary attached at Appendix B;

3. Progression of “Tram Train Magna OBC” to FBC and the release of development cost funding of up to £0.49m to SYPTTE subject to the conditions set out in the Assurance Summary attached Appendix C;
4. 1 Project change request as detailed in Appendix D
5. Delegated authority be given to the Head of Paid Service in consultation with the Section 73 and Monitoring Officer to enter into legal agreements for the schemes covered above.

Consideration by any other Board, Committee, Assurance or Advisory Panel
Assurance Panel 23 June 2021

1. Background

1.1 Transforming Cities Fund

In March 2020 the Department for Transport (‘DfT’) approved a grant award of £166.3m from the Transforming Cities Fund (TCF). This grant was allocated from April 2019 to March 2023 resourcing a programme of transformational public transport, active travel and rail initiatives.

In March 2020 the MCA approved an approach to the early release of funding to support scheme development. The MCA agreed to:

- Release up to 2% of the total scheme cost (as included in the bid/SOBC) to facilitate the development of the OBC; and,
- Release further costs (based on a costed fee plan) following approval of the OBC to enable the schemes to progress to FBC.

An agreement was reached with the co-chairs of the Transport and Environment Board (‘TEB’) for the three projects presented in this report to go directly to the MCA for approval. The projects will be discussed on an informal basis with the TEB prior to the MCA consideration and any significant points will be flagged by exception.

1.2 Project Change Requests

In recognition of unforeseen circumstances that can arise during the project delivery phase, the approved Assurance Framework establishes a formal process for the acceptance of change requests. These change requests could be financial, requiring reprofiling of funds, or could be to amend deliverables or timescales

2. Proposal and Justification

2.1 Doncaster Road, Dalton (OBC)

Appendix A provides a summary of the scheme assurance and the suggested conditions of award.

The Project

This RMBC project seeks £1.91m capital funding from the TCF programme. This report proposes progression of the scheme to FBC, with development cost funding to be released of £0.51m.

The project is 400m of improved highway along the A630 Doncaster Road, Dalton, with associated revisions to junctions and crossings. The scheme provides an additional eastbound traffic lane between Mushroom Roundabout, Rotherham and Dalton Lane, to ease the flow of traffic away from the roundabout and reduce the instance of blocking back onto the roundabout. This will reduce journey times and improve reliability for buses, as well as bringing journey time savings associated with reduced exit blocking at Mushroom Roundabout.

The Benefits and Outcomes

The project will deliver -

- 400m of improved highway

The project will also contribute to the following outcomes -

- improved eastbound bus journey times in evening peak hours
- improved eastbound bus journey reliability in evening peak hours
- increased bus patronage

The project is considered good value for money, however there is a risk that the project will not proceed if the landowners are unwilling to negotiate. The assurance summary notes some conditions of approval, including the concerns regarding land negotiation, that will need to be resolved before an FBC can be submitted. These are detailed in full within Appendix A.

2.2 **A61 Wakefield Road (OBC)**

Appendix B provides a summary of the scheme assurance and the suggested conditions of award.

The Project

This SYPTE project seeks £13.28m of capital funding from the TCF programme towards total project costs of £13.65m. This report proposes progression of the project to FBC and the release of development costs of £1.35m.

The project is to provide road widening at two key locations along the A61 Corridor in Barnsley. The aim of the road widening scheme is to reduce congestion and improve bus journey times along the route. The proposals follow a wider transport catchment analysis of the area which identified opportunities at the following two sites -

- Old Mill Bridge Widening (Phase 1)
- Widening at Smithies Lane and Carlton Road (Phase 2)

The Benefits and Outcomes

The project will deliver:

Phase 1

- New 8m wide section of bridge deck to be added to the existing Old Mill Bridge to provide a new five-lane arrangement
- Designated southbound bus lane
- 3m increase to footways/cycleways across the bridge
- Various highway and junction improvements initiatives

Phase 2

- Highway widening by 5.5m to the west of the existing alignment

- Various highway and junction improvements initiatives

The project aligns well with a range of local and national strategies and objectives, however land purchase and access is noted as a key risk. The assurance summary notes some conditions of approval, including the concerns regarding land negotiation, that will need to be resolved before an FBC can be submitted. These are detailed in full within Appendix B.

2.3 **Tram Train Magna Stop (OBC)**

Appendix C provides a summary of the scheme assurance and the suggested conditions of award.

The Project

This SYPTE project seeks capital funding of £6.54m from the TCF programme towards total project costs of £6.65m. This report proposes progression of the project to FBC with development costs to be released of £0.49m.

The project aims to introduce a new stop along the Tram Train route at Magna (two platforms connected by fully accessible overbridge) along with the creation of a new Park and Ride site, serving both Sheffield and Rotherham, utilising existing under used car parking spaces at the Science & Adventure Park.

The project will also link with the proposed A6178 segregated cycle route and encourage cyclists traveling longer distances to use the tram-train service. The current policy is that cycles are not allowed on trams/tram-trains, therefore high-quality cycle storage will be provided as part of the scheme.

The Benefits and Outcomes

The project will deliver:

- 2 new staggered platforms
- Park and ride car park
- Various infrastructure improvements

The project will also contribute to the following outcomes -

- Increased tram train patronage
- High levels of passenger satisfaction
- Increased walking/cycling
- Modal shift from car to tram

The project is considered good value for money and in line with the wider local strategic objectives. The assurance summary notes some conditions of approval that will need to be resolved before an FBC can be submitted, these are detailed in full within Appendix C.

2.4 **Project Change Requests**

The Assurance Framework established that some change requests will be presented for approval to the relevant Thematic Board, in line with their agreed delegation levels whilst others will require the approval of the MCA Board. In line with the agreed Assurance Framework, there is 1 change requests proposed through this report which requires MCA approval. This is detailed in Appendix D

3. Options Considered and Recommended Proposal

3.1 Option 1

Do not approve the projects presented.

3.4 Option 1 Risks and Mitigations

Development Costs - Inability to release development costs or approve the projects presented may result in a slower pace of delivery and loss of activity/expenditure to the programme.

Project Change Requests - If the scheme change request is not approved, then the scheme would become undeliverable within the current timeframe and cause significant risk to the scheme promoters.

3.5 Option 2

Award projects a smaller amount of grant funding

3.8 Option 2 Risks and Mitigations

All funding awards associated with the projects have been fully appraised in line with the MCC Assurance Framework to ensure value for money.

Funding for these projects is timebound by the funding bodies and any underspend has to be returned.

3.9 Option 3

Approve all recommendations

3.12 Option 3 Risks and Mitigations

By approving the recommendations, the available programme funding will reduce, however the projects were included in the bids submitted to the funding bodies and are strategic priorities for the sponsors.

3.13 Recommended Option

Option 3

4. Consultation on Proposal

4.1 Once a project has been accepted onto the programme pipeline, the VfM Statement is published on the MCA website alongside a summary of the SBC. This is updated periodically to include links to the key documents for each project and a record of progress. The MCA Executive Team collects any external comments on these schemes, and these are considered as part of the appraisal process. Project sponsors are also required to publish their SBCs on their own websites (or an appropriate summary of the submission) and must consider all comments received and reflect this in the next stages of the application process (Outline Business Case and Full Business Case).

5. Timetable and Accountability for Implementing this Decision

5.1 Subject to MCA approvals, the statutory officers will move to affect the recommended grant awards.

5.2 Schemes securing approval at SBC or OBC will progress in accordance with the assurance process agreed by members

6. Financial and Procurement Implications and Advice

6.1 The projects presented for approval today are profiled to drawdown £2.35m from the TCF2 allocation of £166m.

7. Legal Implications and Advice

7.1 The legal implications of the projects have been fully considered by a representative of the Monitoring Officer and included in the recommendations agreed by the Assurance Panel as presented in the supporting information.

8. Human Resources Implications and Advice

8.1 Not Applicable

9. Equality and Diversity Implications and Advice

9.1 Appropriate equality and diversity considerations are taken into account as part of the assessment of the project business cases

10. Climate Change Implications and Advice

10.1 None

11. Information and Communication Technology Implications and Advice

11.1 None

12. Communications and Marketing Implications and Advice

12.1 The approvals provide positive opportunities to highlight the difference the MCA's investments will make to people and passengers, businesses and places across South Yorkshire and how Members are taking action to support the region's recovery from COVID.

List of Appendices Included

- A Assurance Summary Doncaster Road, Dalton
- B Assurance Summary A61 Wakefield Road
- C Assurance Summary Tram Train Magna
- D Change Requests

Background Papers

None